



District 5 Town Hall Meeting»» March 11, 2021

Traffic Calming

- ▶ Traffic calming will only be considered on local residential streets with a twenty-four (24) hour traffic volume of more than four hundred (400) vehicles per day and less than two thousand (2,000) vehicles per day. Traffic calming will not be considered or installed on streets which primarily serve commercial or industrial areas or which are shown on the City's Major Street Plan. These same criteria shall be used to determine the appropriateness and necessity of installation of traffic calming measures in new subdivisions and other developments presented to the City for approval after the effective date.

Traffic Calming

- ▶ Any request for speed enforcement or traffic calming, regardless of its source of origin, first must be made in writing to the Chief of Police. If, in the opinion of the Chief, traditional enforcement methods utilized over an appropriate period of time have not reduced or do not reduce speeds to a consistently safe and lawful level, the Madison Police Department then will perform a speed survey to affirmatively establish that the eighty-fifth percentile speed is more than ten (10) miles per hour over the posted speed limit for the area in question. The Police Department may then forward a request for installation of traffic calming measures to the City of Madison's Engineering Director.

Traffic Calming

- ▶ When the Director receives a request from the Chief for traffic calming, the Engineering Department will perform a study of the surrounding streets and primary traffic patterns and develop a traffic calming plan. The plan will consider a variety of methods to reduce driving speeds and may include installing all-way stop signs, traffic circles, lane restrictions, lane narrowing, speed cushions, and speed humps. The Director's traffic calming recommendations will start with the least restrictive measures and advance only as necessary to achieve the purpose of this policy. If, in the joint opinion of the Chief and the Director, the least restrictive measures do not produce the necessary calming, more restrictive measures will be considered and implemented as necessary to achieve the purpose of this policy.

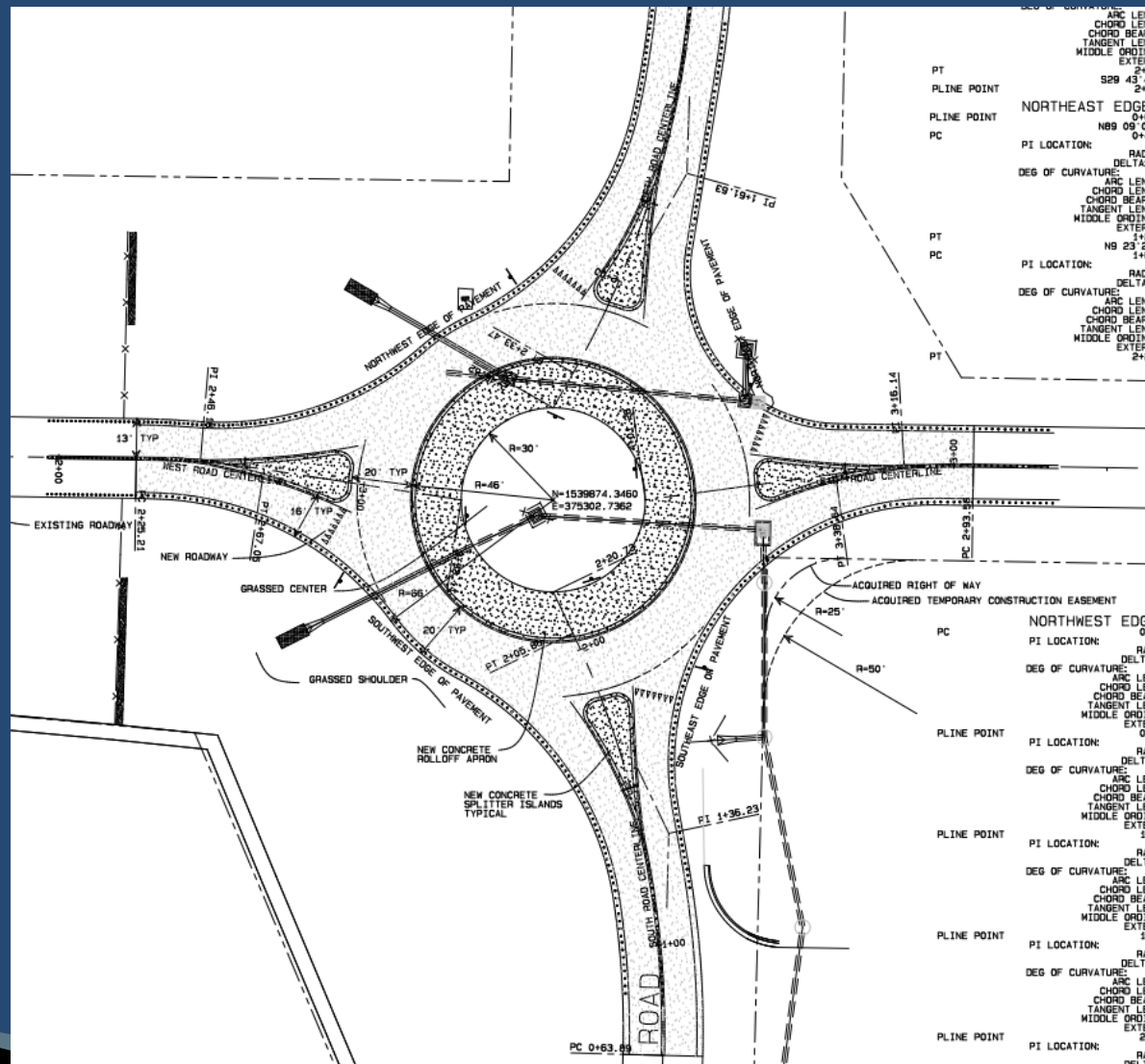
Traffic Calming

- ▶ It shall be the responsibility of the Director and the Chief to perform reviews of the effectiveness of each traffic calming measure installed by the City, including those installed prior to approval of this policy. If either of their follow-up reviews indicates additional action is needed to achieve the purpose of this policy, any modifications of traffic calming measures generally will follow the procedure outlined hereinabove, considering the findings, whether collective or individual, as the initial request. Traffic calming modifications may include increasing the severity of the calming measures to further reduce speed or removal of the calming measures due to unintended results.

Lindsey Lane in Athens



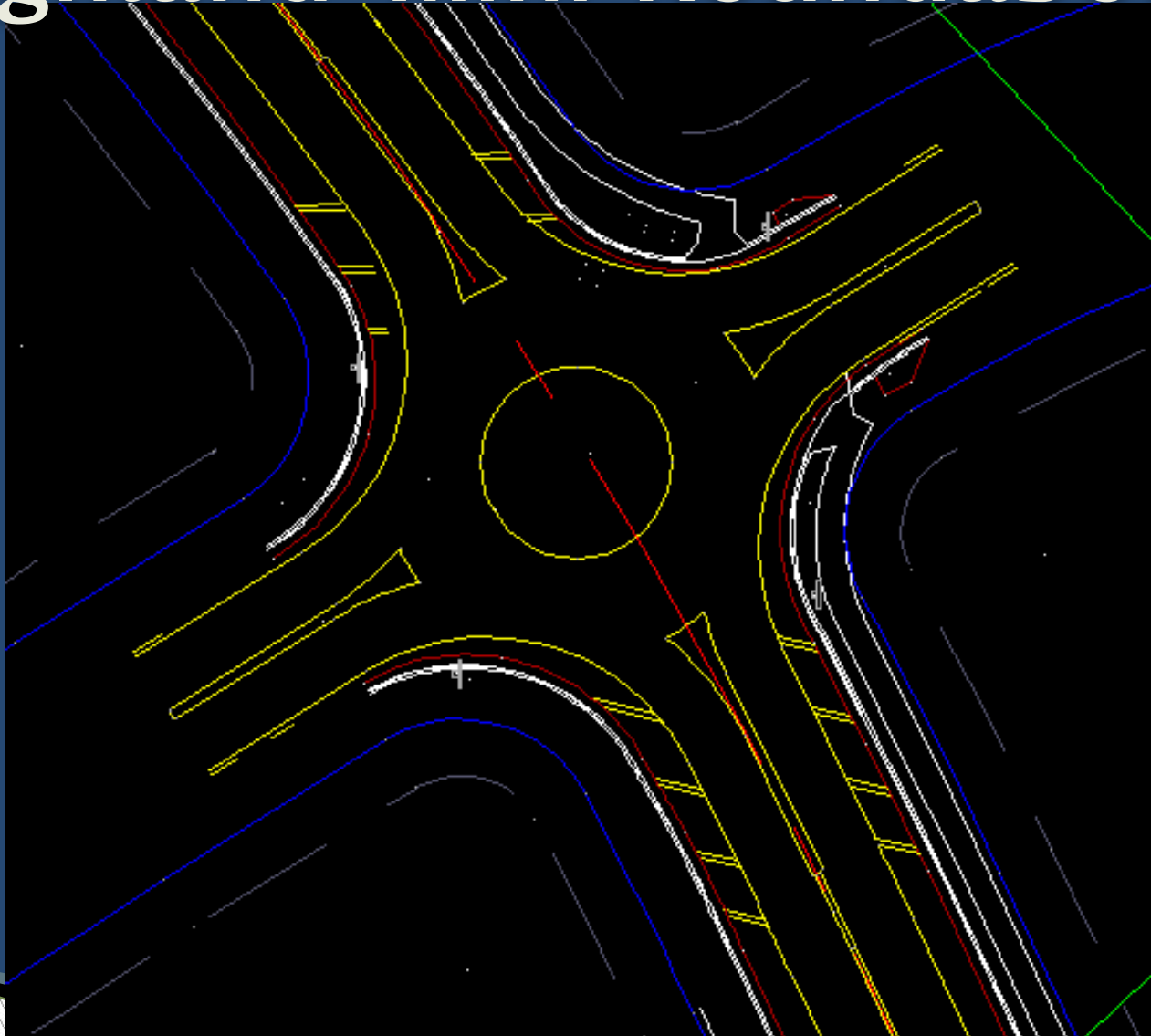
Balch at Gillespie



Decatur Mini-Roundabout



Highland Mini-Roundabouts



Highland Drive Roundabouts



Highland Drive Roundabouts

